

FOR EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

THE
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[563]

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patronage and be satisfied.

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13 and 15, D'Aguilar St.
Hongkong, 2nd November, 1909. [4828]

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CARPETS
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WHISKY, PALL MALL
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PORT WINE, INVALIDS
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THE ABOVE ARE EXCLUSIVELY SHIPPED TO

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Hongkong, 12th October, 1909. [4855]

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The most POWERFUL DISINFECTANT in the WORLD. Guaranteed 18/20 TIMES
more effective than pure Carbolic Acid under GOVERNMENT STANDARD TEST on
HUMAN and ANIMAL life. NON-POISONOUS
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ONE GALLON will make 400 GALLONS of Efficient Disinfectant.

PERFECT EMULSION IN WATER.
PRICE ... \$ 3.00 PER 1 GALLON DRUM.
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WINE & SPIRIT MERCHANTS.

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MALT WHISKIES DISTILLED
IN SCOTLAND
GENUINE AGE
AND
FINE MELLOW FLAVOUR.ROB. PORTER & CO.'S
BULL DOG
BRANDGUINNESS' STOUT
IN PINTS & SPLITS.A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909. [29]

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column should be addressed to THE EDITOR.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
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BIRTH.

On the 11th inst., at Batavia, the wife of E. M.
JANION, of a daughter.HONGKONG OFFICE: 10A, DES VIEUX ROAD
LONDON OFFICE: 151, FLEET STREET, EC

The Daily Press.

HONGKONG, NOVEMBER 23RD 1909.

THE recently announced decision of the
United States Government to make Pearl
Harbour (Honolulu) their chief naval base
in the Pacific rather than Manila, has
naturally created a good deal of discussion
in the Philippines, and especially, we
gather, in circles other than American.Grave dissatisfaction is expressed by the
Spanish paper *Liberitas*, a daily newspaper
published in the interests of the religious
orders of the Philippines. In the opinion
of the *Liberitas*, the decision of the United
States Government in this matter is only to
be explained by the suggestion that in the
event of war with Japan, the Philippine
Islands will be abandoned by the United
States. That the present financial
embarrassments of Japan will impede her
from "having it out with an opulent nation
like America" is ridiculed by the *Liberitas*,
who reminds its readers that in 1850
Prussia was the most miserable country
in Europe. "Her territory comprised
a strip from the Niemen to the Wesser on
the Baltic, composed of dunes, marshes and
forests of stunted firs, and a few forests on
the banks of the Rhine and in northern
Germany." But the Prussians had "a
precise, clear ideal, and to realise it they
conquered Denmark, Austria and France,
opulent nations, especially the last, whose

budget in 1870 was six times as large as
that of the Prussians." France, moreover,
the *Liberitas* reminds its readers, was at that
time the first nation of the world in power,
in wealth, in diplomatic and political worldly
influence; her fleet was second only to the
British, yet she was conquered and subdued
by the Prussians, and Germany has risen
from poverty to wealth, from small to great
with no other patrimony than poverty placed
at the service of talent. Our Spanish
contemporary goes on to declare that Japan is
pursuing similar ideals with extraordinary
sagacity in the selection of means and with
relentless tenacity in executing them. "She
conquered China, humiliated Russia and
probably will overcome everyone who crosses
her path, opposing the realisation of her
ideal." All this is very interesting reading,
but the calm observer will perceive that the
arguments go far to allay the fears they are
meant to excite. For if the conquest of the
Philippines forms any part of Japan's ideal,
the arguments of the *Liberitas* go to show
that Japan could have driven out the
Americans long ago and would not have
waited until the Americans had so firmly
established their hold upon the islands.
The inhabitants of the Philippines can
rest fully assured that the decision of
the United States Government to make
Pearl Harbour in the Hawaiian
Islands its chief naval base was not
dictated by any thought of allowing the
Philippine Islands to be annexed to the
Japanese Empire. It is not to be supposed
that because Manila is not made the chief
naval base, that the United States Navy
Department is indifferent to the defence of
the Philippines. Corregidor, which com-
mands the entrance to Manila Bay, is at the
present time being strongly fortified in a
manner which is designed to render it im-
possible for any hostile ship to enter. One of
our American contemporaries ventures to
say, indeed, that no other salt water port
in the world will be more easily defended
than Manila behind the impregnable works at
Corregidor. Be this as it may, there does not
seem to be the slightest warrant for regarding
the acquisition of the Philippines as a
fixed object of Japanese policy, and the fears
expressed in the Philippines, if they may be
taken as representing to any extent the
views of the native population, are interesting
only as evidence of the preference shown for
the United States as the sovereign power
in the Islands.

The return of visitors to the City Hall Library
and Museum for the week ending the 21st Nov-
ember, 1909, shows that of non-Chinese there
were 479 to the Library and 239 to the Museum,
and of Chinese 267 to the former and 2,823 to
the latter. The Library was, therefore, used
by 746 persons and the Museum by 2,823.

A special Service for Seafarers (on the lines
of that held annually in St. Paul's Cathedral on
Trafalgar Day) will be held in St. John's
Cathedral on Thursday, December 2nd, at 9
p.m. The preacher will be the Lord Bishop of
Victoria. Members of the Merchant Marine
and all interested in their welfare are specially
invited to be present.

The Chinese Government, a native paper
says, decided that decapitation is a barbarous
way of depriving criminals of life; the example
of foreign nations is going to be followed
hereafter in all cases in which the death sentence
has been passed. Rooms for electrocution
will be provided for every provincial Judge,
so that this new and humane method may be
introduced.

A Manila contemporary reports, in connec-
tion with the election in the Philippines, that
the Nationalists have won the election this
year throughout the Archipelago, and have
virtually swayed under the Progressists Party.
The Nationalists have gained four governors
over the number they had last year, and are
sure of sixty-five delegates as compared with
about fifteen of the Progressists Party.

Sergeant Wilson charged a native before
Mr. E. R. Halifax at the Magistracy yesterday
with attempting to steal a watch from Mr.
Fisher, of Canton, on the s.s. *Kwong Tung*.
While the complainant was asleep in his cabin
the defendant entered and attempted to remove
his watch from his waistcoat-pocket. The
sleeper awakened in time to catch the thief red-
handed, and gave him in charge. His Worship
sentenced the accused to two months' imprison-
ment with hard labour.

The tea trade of Hankow presents some in-
teresting statistics for the year, according to
reports. Recently we have seen all sorts of
edicts and orders issued from Peking urging
tea merchants to do their best. If the returns
furnished really represent their best, well, we
cannot say much for it. According to the
return 29,823 chests were exported for native
use; 11,670 chests of black tea for foreign use,
12,730 chests of Ping Suoy tea for foreign use.
Remaining unsold and in stock 48,301 chests.

After a long immunity a Chinese case of
plague is reported in the Colony.

Mr. Mrs. and Miss Humphreys and Mr. E. J.
Chapman are booked to leave London by the P.
and O. on December 4th for Hongkong.

Three cases of enteric fever (all British) were
reported in the Colony last week. One was an
imported case. None were fatal.

A Marine Court of Inquiry into the circum-
stances connected with the stranding of the
British s.s. *Tak Hing*, will be held to-morrow at
10.30.

Mr. Jones, chief boarding officer in the Har-
bour Department, who has been on twelve
months' leave of absence in the homeland,
returned by the *Palawan*.

Staff Sergeant Major B. B. Williams, A.S.C.,
is appointed to act as Garrison Sergeant Major,
Hongkong, with additional pay, with effect
from the 17th inst.

Commodore Lyon and the officers of H. M.
Fleet and Dockyard will be "At Home" to
their friends on the Cricket Club ground this
afternoon.

As the s.s. *Kinsan* was entering the harbour
on Saturday night she ran down a rice junk in
the southern fairway. The crew of the junk
were rescued by sampans in the vicinity of the
collision.

Mr. Geo. E. Lerrigo, who for a number
of years was general secretary of the Y.M.C.A.,
at Tientsin, is shortly due in Hongkong, where he
has been appointed as one of the secretaries of
the Association. He is making a short stay at
Shanghai.

General Sir J. French, G.C.B., K.C.M.G.,
etc., Brigadier-General D. Henderson, C.B.,
D.S.O., and Lieutenant the Hon. M. V. B.
Brett are passengers to Hongkong by the
P. & O. s.s. *Mooran*, from Marseilles, Nov. 26,
trans-shipping at Colombo to the *Mantua*.

Seven Chinese who were arrested at Hunghom
on Sunday were charged before Mr. E. R.
Halifax at the Magistracy yesterday with
gambling. Three of the defendants, who were
proved to be the keepers of the game, were fined
\$25 each, and the remainder of the players were
each fined fifty cents.

Gunner Cook, R.G.A., was found drowned in
Hunghom Bay yesterday morning. The body
was interred in the Military part of the
cemetery in the afternoon, and was accom-
panied to the grave, with full military honours,
by the Officers and men of 88 Coy. R.G.A.,
and the band of the 2nd East Kent Regiment.

The marriage arranged between Mr. F. S. G.
Piggott, Royal Engineers, elder son of Sir
Francis Piggott, Chief Justice of Hongkong,
and of Little Wadpits, Ewhurst, Surrey, and
Junita, daughter of Mr. W. Jaques Smith,
Gibraltar and Villa Vieja, Algiers, will take
place at the Cathedral, Gibraltar, on December
11th.

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A naval funeral took place at the Happy
Valley yesterday when Stoker Neaton, of
H.M.S. *Monmouth*, who died in hospital on
Sunday morning, was interred with full Naval
honours.

That the life of the pearl diver is a hazardous
one is clearly shown by the following extract
from the *Mindanao Herald*. Speaking of the
loss of divers in Mindanao waters while in the
pursuit of pearls, the *Herald* says:—Three
divers of the pearl fleet have lost their lives
during the past ten days, all dying of "diver's
paralysis." Mr. Langford lost a Japanese diver,
Mr. Maudy lost his chief diver, who is a
Filipino, and a diver of the Ohata fleet was lost.

A new bed of shell was recently discovered
on the south coast of Basilan, and the divers, who
work on a percentage basis, in an effort to
"make hay while the sun shines" have made it
a practice of remaining too long under water.

Three deaths in so short a time, however, have
caused the divers to exercise more care, but at
best diving is a most hazardous business.

During the three years the fleet has been in
these waters more than forty lives have been lost.

At a recent meeting of the Kulangsu (Amoy)
Municipal Council, when there were present
Messrs. W. H. Wallace (chairman), J. S.
Penwick, J. Mancini, W. Wilson, W. Kruse,
K. Tsuchikawa, the Health Officer and the
Assistant Secretary, the Council's attention
was drawn to the fact that several dog owners
were complaining of the number of untrained
dogs roaming about the island despite the
issue of notices prohibiting it, and they consid-
ered it hardly fair that they should take
precautions with their animals, by keeping
them tied up, or muzzling them in conformity
with the regulations, when so many dogs were
allowed to be at large. In reply to this, the
Assistant Secretary stated that the services of
Mr. Sullivan, who carried out the work of destr-
oying these dogs, could not be procured often
enough to ensure any good result, and suggested
that as the majority of the dogs found wandering
about untrained belonged to the lower-
class Chinese, the contents of the notices might
be proclaimed by beat of drum, and after that
any dogs found at large untrained should be
destroyed by poison, which could be carefully
administered by the police. This was approved
of by the Council.

Sergeant Wilson charged a native before
Mr. E. R. Halifax at the Magistracy yesterday
with attempting to steal a watch from Mr.
Fisher, of Canton, on the s.s. *Kwong Tung*. While
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his watch from his waistcoat-pocket. The
sleeper awakened in time to catch the thief red-
handed, and gave him in charge. His Worship
sentenced the accused to two months' imprison-
ment with hard labour.

The marriage of Capt. George B. Ross, a very
popular member of the Shanghai Licensed
Pilots' Association, to Miss Katherine Louis
Inch, the daughter of Mr. G. T. Inch, of Liver-
pool, was solemnised at Holy Trinity Cathedral
last week in the presence of a large number of
friends and well-wishers. Another Shanghai
marriage last week was that of Mr. Carver
Barrett, of Messrs. Butterfield and Swire, to
Miss Daisy Clough, daughter of Mrs. Clough,
of Shanghai, solemnised at the Union Church.

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returned by the *Palawan*.

The Chinese Minister in the United States
H. E. Chang Tsin-fang, left Shanghai by the
P. & M. s.s. *Longtong* last week. The previous
night he was accorded a farewell banquet at the
Palace Hotel by Chinese and foreign friends,
being members either of the International Institute
or of the American Association of China.
The latest news of H. E. Wu Ting-fang, the
retiring Minister, is that he arrived at Cuba on
the 8th inst. and presented his credentials to
the Cuban President on the 10th.

The Prince Regent, it is stated, proposes to
call for complicity in the murder of the two
Indian police in the New Territory on 20th August was
commenced. The Acting Attorney General (Hon. Mr. F. C.
Hazeland), instructed by Mr. F. B. L. Bowley,
Crown Solicitor, conducted the case for the
Crown, and Mr. Eldon Potter, instructed by
Mr. Jackson of Messrs. Johnson, Stokes and
Master, defended.

The jury were empanelled as follows:—Messrs.
A. E. Crapnell (foreman), O. B. Wilks, C. J.
Cooke, J. W. Peale, A. M. Marshall, F. Drew,
and W. G. Clark.

Mr. Potter asked that the police be requested
to bring certain witnesses for the defence who
were in the New Territory.

His Lordship consented and instructions were
given that the police proceed to the places
indicated as soon as possible.

The Attorney-General, in opening, said that
the motive of the crime as suggested by the
prosecution was robbery, as the police were
escorting a collection of Crown rent from Au
Tau to Taipo. At 7 a.m. on the 20th August
Sergt. Moore despatched three days' collection
of Crown rent amounting to \$467.75 in sealed
bags and placed in an open basket which was
carried by a coolie on a bamboo pole. The
coolie was supplied with revolvers, and the day
being hot the police discarded their tunics and
carried umbrellas. The coolie, on seeing the
attack, dropped his basket, and ran back to the
station, where he informed Sergt. Moore of what
had occurred. The latter telephoned to the
other police stations and search parties were
sent out. The Indian Sergeant's death was due
to a fractured skull, which might have been
caused by a fall or a blow. How many men
were concerned in the attack would remain a
mystery, but the Crown suggested that four men,
one of whom had been tried and one of whom
was the prisoner, were leaders. That quartet
were seen, the night before the murder, in the
neighbourhood of a certain house talking secretly
and were seen to leave the house in the early
morning, armed with mattocks. Some time
later they were together again talking over the
details of the crime in the presence of certain
witnesses.

Evidence was then called, and the hearing
adjourned.

Sixty laughs in sixty minutes" was the
attraction which drew many to the theatre last
night, when Mr. Frederick Lonsdale's comedy

"The Early Worm" was produced by the
Bandmann Company. The piece turns on the
peculiarities of two gay men about town, one
very much married and the other about to
be married. The principal parties play
at cross purposes for a time, but eventually
after many complications, and numerous
funny situations, all ends well. The gay

old spark Lord Steyne, who had his troubles
with his wife, was well impersonated by Mr.
Henry Dallas, and Mr. Douglas Vigor,
the part of the Duke, while Mr. Nevill
was the amusing part of the Worm. The
audience laughed from beginning to end
for the piece that it provided.

Many minutes was well spent.

LORD KITCHENER

Lord Kitchener's son, Major Kitchener
Lonsdale, has been elected to the
Nizam's Democratic Assembly, which
was held at Hyderabad. The Nizam
Tassel, has been elected to the
Maharaja's Legislative Assembly.

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was held at Hyderabad. The Nizam
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Maharaja's Legislative Assembly.

How to get a new wife, Mr. Kitchener
Lonsdale,

INTERPORT CRICKET.
HONGKONG V. SHANGHAI.
BRILLIANT STAND BY HONGKONG.

RECORD SCORE.

After two days' delay beyond the originally fixed time the interport cricket meeting commenced on the Cricket Ground yesterday in ideal weather. Hongkong and Shanghai, as arranged, opened the programme, and the little feeling of uneasiness associated with the non-arrival of the Singapore players was dissipated before the match was started, the word being passed round at eleven o'clock that the *Patrician* had been sighted off Gap Rock.

Considerable preparation had been made for the tourney. A grand-stand had been erected at the lower corner in front of the Law Courts, and another was situated on the Queen's Road side of the ground, while a small marquee in royal purple was placed in front of the Club for the accommodation of H.E. the Governor. In the pavilion itself matting covered the entrance, and inside arrangements were made for entering to the players and supplying their creature comforts.

Before eleven o'clock both teams were on the ground. Turner won the toss and decided that Hongkong should bat first. The Rev. W. H. Maundrell was to have acted as umpire for Hongkong, but he was unable to attend in the morning, and Mr. A. Mackenzie donned the white coat, while Mr. A. R. Lowe umpired on behalf of Shanghai until relieved by Mr. A. R. Sutherland. Mr. W. D. Jupp was the official scorer.

The attendance was small at the start, but by noon the number of spectators had increased, and just before the tiff interval quite a large crowd had gathered. In the afternoon there was a large attendance and the keenest interest was manifested throughout the match. The feature of the day was the brilliant stand made by Edwards, who justified his selection by compiling well over 100, his score being 119, before he was caught. The successful start by Pearce and Elbrough, who between them knocked up 121, before separation, made the Hongkong supporters sanguine of victory, an impression which was strengthened by Turner's contribution of 76 and Edwards' 119. Excitement ran high towards the close, when the last couple needed to make 12 to bring the score up to the record established by Hongkong in 1866, on the occasion of the first interport match, when 430 was totalled. Bagnall did the needful and great enthusiasm prevailed when the new record was created. It is interesting to recall that Hongkong almost reached their own record in 1892 when they totalled 429.

Pearce and Elbrough were sent to the wicket first. Play commenced with Pearce, who received the fast deliveries of Main, and Hongkong's supporters gave a gasp of dismay when Pearce hit the third ball upwards and was in danger of being caught at square leg. In the second over Pearce secured two individual runs, and forced another couple in the next over. The fourth over saw him cutting Sparkes' bowling to point, and two more runs fell to his credit. Elbrough narrowly escaped being caught by the wicket-keeper, as one of Sparkes' deliveries rose off his bat, but fortune was with the batsman. Runs came slowly, and the first boundary, hit by Pearce, brought the score up to 20 after about twenty minutes' play. A few minutes later Wilson replaced Main, who, however, gave seven runs to the batsman, Pearce hitting to the grand-stand and securing a four. Elbrough gave another opportunity to cover point, who just missed the catch. Immediately afterwards there was an appeal for a catch of Pearce, but the ball came off his leg and not off the bat. By 11.45 a.m. the register stood at 40, and after Pearce had secured another boundary a change of bowler was tried, Anderson taking Sparkes' plate. Anderson sent up the leather more slowly, and Elbrough drove the second ball to the boundary, bringing the total up to 50. A second four fell to his lot immediately afterwards, this time from one of Wilson's deliveries. Just on the stroke of twelve the Hongkong combination had compiled 60, and Sparkes now relieved Wilson. Good fielding prevented many likely hits from being productive, but the bowling could not reach the sticks. Another instance of Pearce's good fortune was supplied when he tipped the ball and sent it overhead, the ball bouncing out of the hands of the wicket-keeper and successively dropped through the hands of both slips. Exactly when the first hour's play was completed—12.5—the score stood at 80. Pearce's seventh four bringing it up to that figure. Ninety was soon reached, and a quartette by each bat brought the total up to 98, which only needed Elbrough's next two to make the century, a performance which was greeted with applause. Play had now continued for one hour and twelve minutes. Batsmen had now to face the faster bowling of Main, Anderson taking a rest, and subsequently Donnelly took the leather from Sparkes. Still, the bowlers failed to get at the sticks, but Pearce taking one of Donnelly's deliveries lifted the leather, which was quickly caught by Sparkes. Pearce's stand, which had lasted an hour and a half, was productive of 64, out of which he had eleven boundaries. Elbrough, who had made 57 up to this stage, was joined by Captain Garnett. Anderson now took the leather from Main, and his tricky delivery proved somewhat puzzling to the batsmen. He caught Elbrough's leg before wicket and the batsman finished a useful stand for 58 at 12.40, the register showing 131 for two wickets. Lieutenant Anderson now partnered Captain Garnett, but the military combination was soon dissolved by Donnelly's clean bowling. Anderson with a slow ball. The score now stood at 142 for three wickets. Another military man, Captain Baird, came out, but the excellent fielding gave the batsmen no chance to sneak runs, and two overs passed with but a single run being recorded. The lunch interval arrived with the score standing at 150 for three wickets.

The resumption was somewhat sensational. Baird after a hit to the boundary lifted one of Donnelly's deliveries, which was easily caught by Pratt. Turner now took the willow, and marked his entry by obtaining a four off Anderson. Captain Baird punished Anderson's bowling severely, knocking two successive balls to the Queen's Road stand, but he encouraged to a slow one from Donnelly, which, rising off his bat, was caught by Anderson in the slips, after having made 22. The register now stood at 179 for five wickets. Edwards became associated with Turner and hit out well. The second century was called at 2.30, when Edwards made his second boundary. Sparkes had meanwhile relieved Anderson, but Edwards sent one of the new bowler's deliveries to the boundary, and repeating the performance a few minutes later caused the telegraph figures to be altered to 220. The feature of the next decade was a magnificent hit to the pavilion by Turner. Sparkes having failed to shift the sticks, Anderson took the ball, but his slower deliveries did not obtain the desired result. Turner hitting freely, Edwards lifted the ball in the direction of the Naval Yard, and increased his total by three, and immediately afterwards he drove Anderson to the boundary, the result of which was very fair. On Wednesday, the 17th inst., arrived with the score standing at 270, which meant that 110 runs had been made in an hour. Main now displaced Donnelly and was promptly hit out by Turner into the band, but Donnelly came back in a few minutes. The bowlers were changed frequently, but still the partnership remained intact. At 3.10 the register showed 300, the figure being greeted with applause. Turner narrowly succeeded to a shooting ball from Donnelly, but the next gave him an opportunity for a beautiful cut, which went to the boundary. Bowlers were changed again, but Edwards, who was nicely set, got three boundaries in one over, though he narrowly missed being caught with the first. Captain Barrett, who was now bowling, did not seem to meet with any success. He made a good attempt to catch one of Turner's hits, but it was too hot to hold. Edwards sent a ball skywards which long field should have caught but dropped, and Turner sending up an exactly similar ball in the next hit was caught this time by long field. Turner, after a stand of almost an hour and a half, went out with the highest score registered so far. The telegraph now indicated 327 for six wickets. The advent of Oliver was distinguished by Edwards hitting the first six of the innings, sending the ball into the Law Courts, and with the next drive he dropped the leather into the roadway in front of the Naval Office. Another boundary gave him sixteen in three hits, and another drive touched the screen and deprived him of a third six. At 3.45 Edwards had reached his century, and the event was warmly greeted by the spectators. Shortly afterwards he skied again, but the fielder with the sun in his eyes failed to catch. At 3.50 Oliver went out leg before wicket, having made nine, the register showing 339 for seven wickets. Lieutenant Green took up the willow, but he was not long in with the White army, were composed of other companies from the Buffs. This army was known as the White army, while the enemy, known as the Red army, were composed of the Red army. The scheme was that the Red army invaded the camp of the White army, looted and burned the town from which supplies were available, and this being accomplished the White army were supposed to drive off the invaders, in which they were unsuccessful. The White army drove the Red army to their bases. The work cut out for the Volunteers was to cover the retreat of the Red army's outposts, in which they were successful. It is satisfactory to report that not a single man fell out, although the day was very hot and the country over which operations took place was difficult.

The Artillery Companies were again at practice on Friday, the howitzer Companies making excellent practice at invisible targets at about 3,000 yards' range, having 14 hits out of a possible 18. Number 3 and 4 Company fired their guns from a position on Customs Hill at infantry targets on Waterfall Point. Lieutenant Northcote and Lieutenant Scott were battery commanders. Effective shooting was the result. The Infantry Company carried out Maxim gun drill and had a lecture on outpost duty, and later in the day reconnoitred positions for Maxim guns for the scheme to be carried out on Saturday. The Engineers were doing yeoman service with field telephone work under the care of their Company Sergeant Major.

On Saturday H.E. The Governor, together with Lieutenant-General Broadwood and Staff, visited the Camp, and inspected the men at their work, which was made up as follows:—Number 1 and 2 Company fired 45 rounds of live shell, but the range being an extremely difficult one only 19 hits were made. In the forenoon these Companies cheerfully took off their coats and built a sanger, or breastwork, for the protection of their guns, under the supervision of Lieutenant Kennett. All units took part in this brigade practice, Companies 3 and 4 making excellent practice with the 2.95 mountain guns completely wiping out the target. Lieutenant Scott and Scott were battery commanders. The Engineers assisted the Artillery with the field telephone, signalling and range taking. The Infantry Company at the same time put their Maxim in position and assisted the howitzer and mountain batteries so far as their range allowed them. Major Macdonald controlled the brigade from a commanding position on a neighbouring hill. The practice was most interesting and beneficial, and showed that in the event of the Colony being called upon to defend, the Hongkong Volunteers would be able to render good service.

The Camp was struck yesterday morning at 9 o'clock.

VOLUNTEER CAMP AT CUSTOMS PASS.

Our citizen soldiers paraded at Blake Pier for the annual camp on Saturday, 13th inst., under the command of Lieutenant-Colonel Chapman. H.E. The Governor inspected the corps previous to embarking on the Government launch for the Customs jetty. On Sunday morning church service was conducted by Lt. Col. Chapman, after which the Artillery Companies had three hours' drill with the 6-inch howitzer and 2.95 mountain guns, while the Infantry Company had musketry practice at the Kowloon City Range, No. 2 Company firing blank cartridges on the howitzer battery. Monday saw the various Companies hard at work at their respective duties, No. 1 and 2 Companies again practising on the howitzer guns, the Infantry Company in Maxim gun drill, and the Engineers Company at field telephone laying. Tuesday saw the howitzer Companies again at work on their guns under the instruction of Sgt. Carman, to whom the greatest credit is due for the efficiency shown by the Companies he instructed. The Infantry Company had Maxim gun practice at dummy targets, the result of which was very fair. On Wednesday, the 17th inst., was about two miles wide, near the lighthouse on Palau Sau. What actually caused the disaster is a matter which will be investigated at a court of enquiry to be held later. It is natural that the officers on both sides should be reticent on this point. They will make their statements at the proper time. But the two ships collided, and the French steamer went to the bottom in less than five minutes, and she now rests on the Palau Sau side of the channel, with some twenty-five feet of her main mast as the only visible sign of where she lies. She went down by the head, and the survivors were left in the water with only the clothes they happened to be wearing at the moment. The commander of the *La Seyne*, Capt. Conaill, lost his life. So suddenly did the catastrophe happen that there was apparently no time for orders to be given on the French ship, or for boats to be lowered. The vessel went down like a stone, and it is quite evident that the majority of those lost must have been drowned like rats in a trap, a good many of the few who managed to scramble on deck being in little better case, for they must have been imprisoned under the ship's awnings. And it is also clear, from what follows, that of those who got clear of the ship, a good many were the victims of the sharks in which those waters abound. All of those rescued were picked up by three boats which were promptly put out by the *Onda*, but it is unhappily clear that if any remained alive who were not picked up at the moment, they must have met their death later from the sharks or from drowning.

So far as we are able to ascertain at the moment of writing, there were few passengers on board whose home is in Singapore. Amongst them is Mr. F. Dreyfus, the agent of Pathé Frères, who was thrown into the water in his pyjamas and managed to keep afloat until one of the *Onda*'s boats took him out of the water in a very exhausted state. Dreyfus is still feeling the shock and was unable to come down to town to-day. The others who were known in Singapore include Mr. Habib, the diamond merchant of Bangkok, who frequently made business calls here and who, we regret to say, lost his life. Mr. Rodriguez, of Singapore, and his two daughters appear to have suffered the same fate.

A SAILOR'S ACCOUNT.

Among the European passengers on the *La Seyne* bound for this port, were six sailors who had been paid off from their vessel, the *Daylight*, at Batavia. Of these D. Driscoll and G. Craig have not been heard of, and there is no doubt that they have been drowned. The other four, P. Bolton, H. Muller, C. Glendinning and another, are now at the Sailor's Home. They have lost everything they possessed. Mr. Glendinning was good enough to-day to tell a representative of this paper what he heard and saw, and his account being that of a seafaring man is likely to be more substantially correct than that of a passenger. Mr. Glendinning says that just after four o'clock on Sunday morning the *La Seyne* was steaming close to the Palau Sau light. There had been a heavy thunderstorm the previous afternoon with plenty of rain, and the weather was hazy, though it was not actually raining. He and his mates had retired, but Mr. Glendinning, hearing the ship's whistle, gave one blast, proceeded to make his way up on deck, the six men being quartered a little for ord' and abo' the bridge. He had not reached the deck, when the *La Seyne* gave a couple more blasts, and almost simultaneously the two ships went into each other with a crash.

WENT DOWN LIKE A STONE.

The appalling suddenness with which the French ship should have been gathered from the fact that Mr. Glendinning says that he at once noticed she was sinking by the head. He immediately rushed to his mates and called them up and on reaching deck again shouted to the *Onda* people to throw out some lines. But added Mr. Glendinning with seafaring pluck, there was no time for lines. She just sank about three minutes from the time she struck. Directly the cold water got to her boilers, they exploded and burst out her sides, and she went down like a stone. In another moment we were all in the water. It appeared to be still water where we went in, but a couple of hundred yards or so off we got into a rip and began to travel away. There were all kinds of wreckage in the water round me, including rats, one of which jumped on my shoulder. There was a good deal of shouting, but it did not last long. It was too strong. I kept on heading for the other steamer, and after I had been in the water some time, I was picked up by the boat in charge of the second engineer of the *Onda*.

SCHOOLS' FOOTBALL.

The following matches in the Hongkong Schools' Football League were played last week, the results being as under:—

JUNIOR LEAGUE.

Saiyinpan, 3. Wanchai, 0.
Diocesan, 4. St. Joseph's B. O.
E. Kadourie, 4. Yauatcha, 0.
The League table now stands:—

SENIOR—SCHOOLS' SHIELD.

SCHOOL P. W. L. D. F. A. POINTS.
St. Joseph's ... 2 1 0 1 2 1 3
Wanchai ... 1 0 0 1 1 1 0
Diocesan ... 1 0 1 0 0 1 0
Queen's ... 0 0 0 0 0 0 0

JUNIOR—GOVERNOR'S CUP.

SCHOOL P. W. L. D. F. A. POINTS.
Saiyinpan School 2 2 0 4 0 4 4
Diocesan School 2 2 0 5 0 4 4
St. Joseph's A. 1 1 0 0 1 0 2
E. Kadourie School 2 1 1 0 4 1 2
Victoria School 1 1 0 0 5 1 2
Wanchai School 2 0 1 0 5 1 1
Yauatcha School 3 0 2 1 0 5 1
Queen's College 1 0 1 0 0 1 0
St. Joseph's B. ... 2 0 2 0 1 9 0

SHANGHAI—(1ST INNINGS).

C. F. Shakleton, 5 Baird ... 18 1 77 0
W. J. Hawkins, not out ... 21 3 85 1
E. D. Oliver, b. Anderson ... 7 0 34 1
L. Anderson, Buffs, b. Anderson ... 26 3 143 4
D. Donnelly ... 13 3 72 4
Barrett ... 3 0 12 0

Extras.

Total for 9 wickets 453

Bowling Analysis 0. M. R. W.

Sparkes ... 18 1 77 0

Anderson ... 21 3 85 1

Donnelly ... 7 0 34 1

Barrett ... 26 3 143 4

Anderson ... 13 3 72 4

Donnelly ... 3 0 12 0

Extras ... 4

Total ... 14

THE TERRIBLE COLLISION IN RHO STRAITS.

"LA SEYNE" SUNK.

93 LIVES LOST.

In spite of the intricacies of these Eastern seas, says the *Strait Times*, it is seldom our duty to have to record anything very serious in the way of a shipping disaster involving great loss of life. But to-day we regret to have to announce that in the early hours of Sunday morning there occurred in the Straits of Rho, a spot approximately twenty-eight miles from Singapore, a disastrous collision involving the loss of the *Meuse* Maritaine steamer *La Seyne*, which keeps up a regular fortnightly service between this port and Java. They are well-lit, but navigation is difficult owing to the strong sets of the current, and great care has always to be exercised in negotiating the channel, especially when other ships are in the neighbourhood. The *La Seyne* was travelling northward to Singapore. The *Onda* had sailed from this port on Saturday night and was bound for Tegal, in Java. The two vessels approached each other at a spot where the straits is about two miles wide, near the lighthouse on Palau Sau. What actually caused the disaster is a matter which will be investigated at a court of enquiry to be held later. It is natural that the officers on both sides should be reticent on this point. They will make their statements at the proper time. But the two ships collided, and the French steamer went to the bottom in less than five minutes, and she now rests on the Palau Sau side of the channel, with some twenty-five feet of her main mast as the only visible sign of where she lies. She went down by the head, and the survivors were left in the water with only the clothes they happened to be wearing at the moment. The commander of the *La Seyne*, Capt. Conaill, lost his life. So suddenly did the catastrophe happen that there was apparently no time for orders to be given on the French ship, or for boats to be lowered. The vessel went down like a stone, and it is quite evident that the majority of those lost must have been drowned like rats in a trap, a good many of the few who managed to scramble on deck being in little better case, for they must have been imprisoned under the ship's awnings. And it is also clear, from what follows, that of those who got clear of the ship, a good many were the victims of the sharks in which those waters abound. All of those rescued were picked up by three boats which were promptly put out by the *Onda*, but it is unhappily clear that if any remained alive who were not picked up at the moment, they must have met their death later from the sharks or from drowning.

It is hard to explain, but the fact remains that the game in England, so far as the top standard is concerned, is nothing like what it was in the time of the Dohertys, Smith, and Riesley, not to speak of the Baddeleys, Pim, Mahony, and others who came before them. So far as the game generally is concerned, it never had more followers nor larger entries at the tournaments, but the class of the best men seems to have fallen off. It is a great pity that the English Association do not do more in the way of sending teams away from England. Surely we have earned a visit to Australia by English four and there are many players in the old country who are in a position to make the trip to Australia should they desire. They seem to be shock there now, with the result that there are

NO YOUNG PLAYERS OF GREAT

NOTE COMING ON.

On the other hand, the Americans have lots

of youngsters who will be heard of in the future,

while on the Continent there are so many

players that before long some of them, and

certainly the Germans, headed by Fritsch and

Rabe, will assuredly make a bid for the

Davis Cup. However, we have the cup in

Australia now, and we intend to try very hard

to keep it here. The longer we have it the

better it will be for the game out here, as it will

keep the present players well up to the mark, it

will encourage the younger players to increased

efforts in order to fit them to play in it some

day, and it will be a great source of education to

see the matches in which the best American

and, it is to be hoped, so far as the future is

concerned, we keep the cup this time—English

players take part.

MR. WILDING'S REPUTATION.

A young man not yet 26 years of age and the

holder at various times of most of the champion

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

BANK HOLIDAY.

In consequence of Government Notification No. 709 of 5th November, appointing the 25th instant a PUBLIC HOLIDAY on the day on which His Majesty's BIRTHDAY is to be celebrated, the EXCHANGE BANKS will be CLOSED for the transaction of Public Business on that day.

Hongkong, 23rd November, 1909. [1437]

FOR SALE.

GERMAN Steamship "FIUME," 1346/833 tons reg., as she now lies in the Port of CEBU in Damaged Condition. For Particulars apply to Sander, WIELER & Co., Princes Building. Hongkong, 23rd November, 1909. [1433]

NORDDEUTSCHE LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PALAWAN." Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THE BULK WHARF in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 29th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 22nd November, 1909. [1]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotman is eligible for Membership.

DAVID WOOD, Hon. Secretary.

Hongkong, 7th September, 1909. [114]

S. S. "TONKIN" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

ONSIGNERS of Cargo from London ex. ss. "Matapan" and "Cordouan" from Bordeaux, "F. Leroy Lallier" in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risks into the hazardous and extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 9.30 A.M.

All Claims must reach us before the 1st Dec., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHE LLOYD, MELCHERS & Co., General Agents.

Hongkong, 20th November, 1909. [5]

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[1449]

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ST. PETER'S CHURCH.

WEST POINT.

ORGAN RECITAL

ON FRIDAY, NOVEMBER 26TH, 1909,

AT 9.30 P.M.

BY M. GEO. GRIMBLE.

Vocalists: M. A. G. GORDON,

M. G. P. LAMMERT,

M. W. S. HONE.

Collection in Aid of the Organ Fund.

[1399]

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SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG. at 46, 47 and

57.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1314]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMENS & Co.

Hongkong, 6th March, 1907. [147]

ASAHI
BEER
SAPPORO
BEER

TO BE OBTAINED

FROM ALL WINE DEALERS.

SOLE AGENTS:

MITSUI BUSSAN KAISHA.

[1123]

Local Sports:

Company Meeting:

Two Cotton Spinning and Weaving

Company, Limited.

The Alleged Assult by Broisem.

Prosecution Under the Bankruptcy

Ordinance.

Commercial.

Shipping.

Extra copies 50 cents each, Cash.

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addresses sent; including postage 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in

advance; postage 32.

Hongkong, 23rd November, 1909.

[1423]

THE HONGKONG DAILY PRESS, TUESDAY, NOVEMBER 23RD, 1909.

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SHIPPING.

ARRIVAL.
ARRATON, British str., 2,231, A. Stewart, 22nd Nov.—Moji 17th Nov., Coal and General—David Stevenson & Co., BERGLAVIA, German str., 4,242, Hildebrandt, 22nd Nov.—Shanghai 20th Nov., General—Hamburg-American Line.

CHANGCHOW, British str., 1,203, Regis Lewis, 22nd November—Wulu 17th November, Rice—Butterfield & Swire.

CHIFUHING, British str., 22nd Nov.—Canton.

CHUKI MARU, Japanese str., 3,087, Y. Murakami, 21st Nov.—Moji 16th Nov., Coal—Mitui Bussan Kaisha.

HONGKONG, French str., 742, A. Corneliussen, 21st Nov.—Hai Phong and Hoihow 20th Nov., General—A. R. Mart.

KOREA, American str., 5,651, S. Sandberg, 22nd Nov.—San Francisco via Ports 20th Oct., M. & S. S. Co.

KUMANO MARU, Japanese str., 3,147, M. Winckler, 22nd Nov.—Melbourne 27th October, General—Nippon Yusen Kaisha.

KWANGTUNG, Chinese str., 22nd Nov.—Canton.

KWANGTUNG, Chinese str., 1,536, W. H. Hunt, 21st November—Shanghai 18th November, General—C. M. S. N. Co.

LOONGHANG, British str., 1,093, F. Wheeler, 22nd Nov.—Manila 19th Nov., Hemp and General—Jardine, Matheson & Co.

MANDASAN MARU, Japanese str., 3,245, K. Shimidzu, 22nd Nov.—Moji 17th Nov., Coal—Mitui Bussan Kaisha.

NORD, British str., 1,145, M. Yead, 21st Nov.—Antung Ballast, Geo. McLean.

PALANON, British str., 2,995, C. R. Longden, R.N.R., 22nd Nov.—London 9th October, General—F. & O. S. N. Co.

PALEMBANG, Dutch str., 1,119, Lagney, 22nd Nov.—Balk Pappan, Kerosen—Asian Petroleum & Co.

TONKIN, French str., 6,375, Charbonnel, 22nd Nov.—Marselles and Saigon 19th Nov., Mots & General—Messageries Maritimes.

WAKASA MARU, Japanese steamer, 3,884, N. Nielsen, 22nd Nov.—Shanghai 19th Nov., General—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

22nd November.

ARMAND BEHIC, French str., for Europe, & BORGRIA, German str., for Hamburg.

NORD, British str., for Langkawi.

TOKIUM, French str., for Shanghai.

DEPARTURES.

22nd November.

CHINHUA, British str., for Canton.

GERMANY, German str., for Australia.

KWANGTUNG, Chinese str., for Canton.

KWONGSANG, British str., for Canton.

PAOTING, British str., for Canton.

PRINZ LUDWIG, German str., for Shanghai.

SHIPPING—REPORTS.

The British str. Loonghing reports: Strong N.E. monsoon and rough sea.

The British str. Araraton Agent reports: Moderate N.E. monsoon, fine and clear from port to port.

VESSELS IN DOCK.

November 22nd.

ABERDEEN DOCK.—

KOWLOON DOCK—Kaijou, H.M.S. Bart, H.M.S. Rainha, Amelio, H.M.S. Otter, Sun Tai, Kinsbury, Bourbon, Marsang, COSMOPOLITAN DOCK—

TAIPO DOCK—St. Enoch, Yingchow, Kan-chow, Dargy.

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"BRECONSHIRE," Captain Tomlinson, will be despatched as above on FRIDAY, the 26th inst.

For Freight or Passages, apply to JARDINE, MATHESON & Co., LTD., Agents, Hongkong, 1st November, 1909. [1371]

THE AMERICAN AND ORIENTAL LINE.

For BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast).

THE Steamship

"WYNERIC," will be despatched for the above Ports on SATURDAY, the 27th November, 1909.

For Freight, apply to ARNOLD, KARBERG & Co., Agents, Hongkong, 23rd November, 1909. [1345]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR PIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KABACHI, ADEN, SUZU AND PORT SAID. (Taking Cargo at through route to the BRAZILS, to PERSIAN GULF, RED SEA, BLACK SEA, VENICE, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship

"CHINA," Captain Bergrian, will be despatched as above on or about the 24th inst.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents, Prince's Building, Hongkong 1st November, 1909. [3]

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABA COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK. "LOWTHER CASTLE" on 4th Dec.

FOR NEW YORK. "SHIMOSA" 18th Dec.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 15th November, 1909. [1255-1359]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	FEET.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, HULL & ANTWERP.	BRECONSHIRE	Brit. str.	—	Tomlinson	JARDINE, MATHESON & Co., LTD., P. & O. S. N. Co.	On 25th inst.
LONDON, &c. VIA USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	Owen Jones, R.N.R.	JARDINE, MATHESON & Co., LTD., P. & O. S. N. Co.	On 27th inst., at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.N.R.	JARDINE, MATHESON & Co., LTD., P. & O. S. N. Co.	About 1st Dec.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	ARABIA	Ger. str.	—	Neumann	HAMBURG-AMERICA LINE	On 20th Dec.
HARVE & HAMBURG VIA STRAITS, &c.	SILVIA	Ger. str.	—	Porselius	HAMBURG-AMERICA LINE	On 25th inst.
HARVE, HAMBURG & ANTWERP, &c.	BRIGAVIA	Ger. str.	—	Schwinghammer	HAMBURG-AMERICA LINE	On 30th inst.
HARVE, ROTTERDAM & HAMBURG, &c.	SILESIA	Ger. str.	—	v. Holt	HAMBURG-AMERICA LINE	On 15th Dec.
HARVE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	—	Eckhorn	HAMBURG-AMERICA LINE	On 1st Jan.
MARSEILLES, &c., VIA PORTS OF CALL.	ALMENDR BEHIC	French str.	—	v. Dohren	HAMBURG-AMERICA LINE	On 15th Jan.
WAKASA MARU	SADO MARU	Jap. str.	—	G. Nielsen	MESSAGERIES MARITIMES	Today, at 1 P.M.
MARSEILLES, HAVRE, COPIENHAGEN, &c.	CANTON	Dan. str.	—	G. C. Hurry	NIPPON YUSEN KAISHA	To-morrow, at Daylight
TRIESTE, &c., VIA SINGAPORE, &c.	KLEIST	Ger. str.	—	H. Fraser	MELCHERS & CO.	On 8th Dec., at D'light
NEW YORK VIA PORTS & SUEZ CANAL	INDRAMAYO	Aus. str.	—	O. Pahnke	NIPPON YUSEN KAISHA	On 22nd Dec., at D'light
BOSTON & NEW YORK	SHIMOSA	Brit. str.	—	Berguglian	SANCER, WIELER & CO.	On 1st Dec., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	WYNERIC	Brit. str.	—	—	SHEWAN, TOME & CO.	On 11th Dec.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	LOWTHER CASTLE	Brit. str.	2 m.	J. Boyd	DODWELL & CO., LTD.	On 18th Dec.
EMPEROR OF INDIA	MONTEAGLE	Brit. str.	1 m.	K. Kawara	CANADIAN PACIFIC R. CO.	On 4th Dec., at 7 A.M.
PRINZ SIGISMUND	SHINANO MARU	Jap. str.	—	K. Sato	CANADIAN PACIFIC R. CO.	On 15th Dec.
YACHT	AKI MARU	Jap. str.	—	H. Yamamoto	CANADIAN PACIFIC R. CO.	On 7th Dec., at Noon
YACHT	TACOMA MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 4th Jan., at Noon
YACHT	MANSHU MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 17th Dec., at Noon
YACHT	NIKKO MARU	Jap. str.	—	M. Dawson	NIPPON YUSEN KAISHA	On 26th inst., at Noon
YACHT	TAIWAN	Brit. str.	1 m.	F. Iske	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
YACHT	PRINZ WALDEMAR	Ger. str.	—	M. Winckler	MELCHERS & CO.	On 24th Dec., at Noon
YACHT	KUMANO MARU	Jap. str.	—	W. Winckler	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
YACHT	NAGASAKI KORE & YOKOHAMA	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 18th Dec., at D'light
YACHT	KOBE & YOKOHAMA	Jap. str.	—	D. Keith	MELCHERS & CO.	On 11th Dec., at D'light
YACHT	YOKOHAMA & KOBE	Jap. str.	—	D. Lenz	JAYA-CHINA-JAPAN LINE	About 11th Dec.
YACHT	PRINZ SIGISMUND	Ger. str.	—	H. Koops	JARDINE, MATHESON & CO., LTD.	Quick despatch.
YACHT	TIKINI	Dut. str.	—	F. Mooney	P. & O. S. N. CO.	To-day, at 4 P.M.
YACHT	CHIPIHNG	Brit. str.	—	C. R. Longdon	OSAKA SHOSEN KAISHA	On 25th inst., at 10 A.M.
YACHT	PAILOAN	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LTD.	On 26th inst., at Noon
YACHT	BUJUN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 25th inst., at 4 P.M.
YACHT	KWONGSANG	Brit. str.	—	A. Mockler	NIPPON YUSEN KAISHA	On 25th inst.
YACHT	CHINHUA	Brit. str.	1 m.	L. E. S. Spicer, R.N.R.	BUTTERFIELD & SWIRE	On 28th inst., at D'light
YACHT	TAKABAKI MARU	Jap. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LTD.	On 30th inst., at 3 P.M.
YACHT	HIMALAYA	Brit. str.	—	M. Courtney	JARDINE, MATHESON & CO., LTD.	On 30th inst., at 4 P.M.
YACHT	CHENAN	Brit. str.	—	K. w.	HAMBURG-AMERICA LINE	On 1st Dec.
YACHT	NAMANG	Brit. str.	—	W. Williams	BUTTERFIELD & SWIRE	On 2nd Dec., at 4 P.M.
YACHT	CHOYANG	Brit. str.	—	v. Döhren	MESSAGERIES MARITIMES	On 5th Dec., at D'light
YACHT	SITONIA	Ger. str.	—	Y. Kaburaki	HAMBURG-AMERICA LINE	On 6th Dec., at P.M.
YACHT	ANBU	Brit. str.	—	Hodgins	JAYA-CHINA-JAPAN LINE	On 16th Dec., at 11 A.M.
YACHT	LINAN	Brit. str.	—	Evans	OSAKA SHOSEN KAISHA	On 25th inst., at 10 A.M.
YACHT	POLYNESIEN	French str.	—	W. C. Passmore	Douglas Lapeyre & Co.	To-day, at 10 A.M.
YACHT	SCANDIA	Ger. str.	—	A. W. Onterbridge	Douglas Lapeyre & Co.	To-morrow, at 10 A.M.
YACHT	TAIMAH	Dut. str.	—	S. J. Perno	BUTTERFIELD & SWIRE	On 26th inst., at 10 A.M.
YACHT	DAHIN MARU	Jap. str.	—	R. W. Adams	JARDINE, MATHESON & CO., LTD.	On 26th inst., at 11 A.M.
YACHT	HAIYANG	Brit. str.	—	P. H. Rolfe	SHEWAN, TOME & CO.	On 27th inst., at Noon
YACHT	HAIMUN	Brit. str.	—	R. Rod		

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA	4 P.M., 23rd Nov.	Freight and Passage.	Capt. C. R. Longdon, R.N.R.
HIMALAYA	10 A.M., 26th Nov.	Freight and Passage.	Capt. L. E. S. Spiers, R.N.R.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 27th Nov.	See Special Advertisement.
LONDON and ANTWERP	Capt. Owen Jones, R.N.R.	Dec. 1st	Nov.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR	About 1st Dec.	Freight and Passage.
Capt. H. W. Konnick, R.N.R.			

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd November, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SAMARANG and SOERABAYA	"YINGCHOW"	On 23rd Nov., 4 P.M.
MANILA	"TEAM"	On 24th Nov., 11 A.M.
CEBU and ILOILO	"SUNGKANG"	On 24th Nov., 4 P.M.
SHANGHAI	"CHINHUA"	On 25th Nov., 4 P.M.
MANILA	"CHENAN"	On 28th Nov., D'light
MANILA, ZAMBANGA, THURSDAY ISLAND, COOK TOWN, CAIRES, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAMING"	On 30th Nov., 3 P.M.
SHANGHAI	"ANHUI"	On 2nd Dec., 4 P.M.
SHANGHAI	"LINAN"	On 5th Dec., D'light.
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.		
S.S. "LINTAN" and S.S. "SANUI".		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried. REDUCE FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.		
FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.		
FARE, INCLUDING WINES, £45 SINGLE and £80 RETURN. TELEPHONE 36.		
For Freight or Passage apply to—		
BUTTERFIELD & SWIRE, AGENTS.		

11

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEAST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAIYANG" Capt. A. E. Hodgins	SWATOW, AMOY and FOOCHOW.	TUESDAY, 23rd Nov., at 10 A.M.
"HAIMUN" Capt. Evans	SWATOW	WEDDAY, 24th Nov., at 10 A.M.
"HAICHING" Capt. W. C. Passmore	SWATOW, AMOY and FOOCHOW.	FRIDAY, 26th Nov., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 23rd November, 1909.

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIENTSIN (probably our last Steamer of the Season)	"CHIPSHING"	Tuesday, 23rd Nov., 4 P.M.
SANDAKAN	"MAUSANG"	Friday, 26th Nov., Noon.
SHANGHAI	"KWONGSANG"	Friday, 26th Nov., Noon.
MANILA	"LOONGSANG"	Friday, 26th Nov., 4 P.M.
HOKAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 30th Nov., 3 P.M.
SHANGHAI	"CHOYSANG"	Tuesday, 30th Nov., 4 P.M.
MANILA	"YUENSANG"	Friday, 3rd Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Friday, 7th Dec., 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 23rd November, 1909.

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EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.
ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG AND BALTO PORTS.	"CANTON"	Middle of December.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 6th November, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR			
CALLAO, IQUIQUE, VALPARAISO, M.T.O. via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).			
S.S. MANSHU MARU	5000 tons gross	Sail Dec. 10th, at Noon.	
S.S. AMERICA MARU	6000	Febr. 5th, 1910, at Noon.	
		K. MATSUDA, Manager.	
		TOYO KISEN KAISHA, King's Building.	
		Hongkong, 5th November, 1909.	[462]

For particulars apply to

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS TONS SAILING DATES.

WAKASA MARU 6,500 WEDDAY, 24th Nov., at Daylight.

SADO MARU 6,500 WEDDAY, 8th Dec., at Daylight.

HIRANO MARU 9,000 WEDDAY, 22nd Dec., at Daylight.

SHINANO MARU 6,500 TUESDAY, 7th Dec., at Noon.

AKI MARU 7,000 TUESDAY, 4th Jan., at Noon.

NIKKO MARU 6,000 FRIDAY, 26th Nov., at Noon.

KUMANO MARU 6,000 FRIDAY, 24th Dec., at Noon.

KUMANO MARU 6,000 WEDDAY, 24th Nov., at 4 P.M.

TAKASAKI MARU 5,000 THURSDAY, 25th November.

MOYORI MARU 4,000 THURSDAY, 2nd December.

AWA MARU 6,500 SATURDAY, 11th Dec., at Daylight.

MISHIMA MARU 9,000 SATURDAY, 18th Dec., at Daylight.

S. KUSUMOTO, MANAGER. [15]

Fitted with New System of Wireless Telegraphy. [15]

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER. [15]

Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THEOUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier) PLYMOUTH (London 1 day later)
ARCADIA	February 5	MANTUA	March 5
ASSAYE	February 19	CHINA	March 19
DELTA	March 5	MALWA	April 2
MACEDONIA 1050	March 19	(Through Steamer calling at BOMBAY)	April 16
DEVANHA	April 2	MONGOLIA	April 22
ASSAYE	April 15	MARMORA	May 14
DELTA	April 30	MOREA	May 20
DELHI	May 14	MOOLTAN	June 12

Passengers change Steamer at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON (including Surtax):

1ST SALOON £71.00 SINGLE. £106.14 RETURN.

2ND " £48.8 " £72.12 "

In addition to the above Mail Steamers the following INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Mail from EUROPE via SIBERIA:	Date of Despatch from London.	Date due in Hongkong.	Vessel.
3rd inst.	To-morrow	Chesman	

CHRISTMAS MAIIS TO LONDON.

The following are the approximate dates of arrival of letter mails at London:

VIA SUEZ. November 23rd 11 a.m. per French Packet due London December 2nd.

27th " per English " " " 20th.

VIA SIBERIA. November 27th 5 p.m. due London December 20th.

30th 11 a.m. " " 23rd.

December 3rd 6 p.m. " " 27th.

The Himalaya, with the English mail of the 19th October, left Singapore on Saturday the 20th instant, at 4 p.m., and may be expected here on or about Thursday the 25th instant at 8 p.m. This packet brings replies to letters despatched from Hongkong on the 23rd September and the parcel mail closed in London for despatch by the airmail route on the 29th Oct., and for despatch overland to the 27th October.

YOU FOB. HONGKONG. Printed Master, and Sample 10.00 a.m. Registration... 10.00 a.m. (Registration, with late fee of 10 cents, up to 1.45 a.m.) Registration, Kowloon B.O. 10.00 a.m. No late fee

TUESDAY 23rd 9.00 a.m. Tuesday 23rd 9.00 a.m. Tuesday 23rd 9.00 a.m. Tuesday 23rd Printed Master, and Sample 10.00 a.m. Registration... 10.00 a.m. (Registration, with late fee of 10 cents, up to 1.45 a.m.) Registration, Kowloon B.O. 10.00 a.m. No late fee

TUESDAY 23rd 11.15 a.m. Tuesday 23rd 3.00 p.m. Tuesday 23rd 3.00 p.m. Tues ay. 23rd 4.00 p.m. Tues ay. 23rd 5.00 p.m. Wednesday 24th 6.00 a.m. Wednesday 24th 6.00 a.m. Wednesday 24th 10.00 a.m. Wednesday 24th 11.00 a.m.

MACAO. Sui Tui. 23rd 11.00 a.m. Tues ay. 23rd 1.15 p.m. Tues ay. 23rd 3.00 p.m. Tues ay. 23rd 3.00 p.m. Tues ay. 23rd 4.00 p.m. Tues ay. 23rd 5.00 p.m. Wednesday 24th 6.00 a.m. Wednesday 24th 6.00 a.m. Wednesday 24th 10.00 a.m. Wednesday 24th 11.00 a.m.

"LOTUS"

BLEND TEA.

BICH

PURE

AND

FRAGRANT.

Obtainable at all the Stores.

H. RUTTONJEE & SON.
WINE AND PROVISION MERCHANTS.

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VESSELS EXPECTED.

THE INDIAN MAIL.

The Apoor str. *Lightning* from Calcutta left Singapore on the 14th instant afternoon, and may be expected here to-morrow.

The Indo-China str. *Nansang* from Calcutta on the 10th inst., at 2 p.m., and may be expected here on or about the 25th inst.

The Indo-China str. *Liaison* left Calcutta for this port on the 17th inst., and may be expected here on or about the 25th inst.

The Indo-China str. *Nansang* from Calcutta for this port via the Straits on the 17th inst., and may be expected here on or about the 3rd prox.

THE AUSTRALIAN MAIL.

The C.N. Co.'s str. *Taiping* left Sydney on the 30th inst., and is due here to-morrow.

The I.G.M. str. *Prins Sjapien* left Sydney on the 18th instant, at 10 a.m., and may be expected here on or about the 10th prox.

The E. & A. str. *Eastern* left Sydney on the 20th instant, for this port (via Queensland Port, Timor and Manila).

THE ENGLISH MAIL.

The F. & O. str. *Himalaya* left Singapore for this port on the 20th instant, at 1 p.m., with the outward English Mails, and is due here on the 25th instant, at about 3 p.m.

THE CANADIAN MAIL.

The P.R.C. str. *Empress of Japan* sailed from Vancouver on the 18th instant afternoon via the usual ports of call.

MERCHANT STEAMERS.

The Swedish str. *Canton* left Port Said on the 14th instant p.m., and may be expected here to-day.

The H.-A. Linie str. *Singapore* left Singapore on the 12th instant a.m., and may be expected here to-day.

The H.-A. Linie str. *Vendetta* left Singapore on the 13th instant p.m., and may be expected here to-day.

The H.-A. Linie str. *Takasaki Maru* (Bombay Line) left Singapore on the 14th inst., and is expected here to-day.

The H.-A. Linie str. *Bengala* left Shanghai on the 15th instant p.m., and may be expected here to-day.

The Chargeurs Reunis str. *Amiral Oly* left Port Said on the 23rd inst., and is expected here to-day.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Nagasaki on the 20th instant, and is expected here to-morrow a.m.

The J.C.J. Linie str. *Timah* left Macassar for this port on the 15th instant, and may be expected here to-morrow.

The Ben Line str. *Bennohr* from Antwerp, Middlebrou and London left Singapore on the 16th instant, for this port.

The N.Y.K. str. *Shimono Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 19th instant, and is expected here on the 28th inst.

The E.K.K. str. *Nippon Maru* will sail from Yokohama on 21st inst., en route to Hongkong, she is due to arrive at this port on the 1st prox.

ON SALE.

BOLD VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1909, with INDEX. Price \$7.50.

On sale at the HONGKONG DAILY PRESS Office, Hongkong, 9th August, 1909.

OPIUM.

November 16th.

Quotations are:—

Malwa New \$1,300/1,330 per picul.

Malwa Old \$1,340/1,360

Malwa Older \$1,370/1,420

Malwa V. Old \$1,430/1,450

Persian fine quality \$1,100/1,200

Persian extra fine \$1,250/1,300

Fatma New \$1,400 per picul.

Fatma Old \$1,350

Banaras New \$1,400

Banaras Old \$1,400

The Cigarettes of Distinction
Bouton Rouge
and Felucca

A LUXURY TO
THE MAN
OF TASTE.



IN 50'S & 100'S
HERMETICALLY SEALED BOXES
AT \$2.80 AND \$4.20 PER 100
FROM ALL TOBACCONISTS.

SHARE LIST.—QUOTATIONS.

HONGKONG, NOVEMBER 22ND, 1909.

STOCKS. NO. OF SHARES. VALUE. PAID UP. CLOSING QUOTATIONS CASH.

BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$955, sales
National Bank of China, Limited	99,925	\$7	\$6	\$65.
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	12/2, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	452, buyers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$95, buyers
COTTON MILLS.	20,000	Tls. 50	Tls. 50	Tls. 145.
Ewe Cotton Spinn. & Weaving Co., Ltd.	125,000	\$10	\$10	\$6, sales
Hongkong Cotton Spinning Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 90.
International Cotton Manufacturing Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 111.
Leou-Kung-Mow C. Spin & Weav. Co., Ltd.	2,000	Tls. 500	Tls. 500	Tls. 450.
Soy Chee Cotton Spinning Co., Limited	40,000	\$72	\$6	212, sellers
Dairy Farm Company, Limited	40,000	Tls. 50	Tls. 50	Tls. 145.
DOCKS AND WHARFS.	40,000	\$50	\$50	\$62, sellers
Hongkong & Kowloon Wharf & Co., Ltd.	50,000	\$50	\$50	25, sellers
Hongkong and Whampoa Dock Co., Ltd.	10,000	\$62	\$62	39, sellers
New Amoy Dock Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 123.
Enwick & Co., Limited	400,000	\$10	\$10	72, sellers
Green Island Cement Co., Limited	7,000	\$10	\$10	\$210, buyers
Hongkong and China Gas Co., Limited	60,000	\$10	\$10	320, sellers
Hongkong Electric Co., Limited	12,000	\$50	\$50	350, buyers
Hongkong Hotel Company, Limited	8,000	\$25	\$25	180, buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	180, buyers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	\$10	225, sellers
INSURANCES.	10,000	\$250	\$250	\$162, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	114, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$83.33	99, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$250	675, sellers
North-China Insurance Co., Limited	10,000	\$15	\$15	Tls. 107.
Union Insurance Society, Limited	12,400	\$250	\$100	885, buyers
Yangtze River Insurance Association, Limited	12,000	\$100	\$60	\$250.
LANDS AND BUILDINGS.	50,000	\$100	\$100	3103, sellers
Hongkong Land Invest. Agency Co., Ltd.	150,000	\$10	\$10	39, sellers
Humphreys' Estate and Finance Co., Ltd.	6,000	\$50	\$50	\$600, sales & sel.
Kowloon Land and Building Co., Ltd.	78,000	Tls. 50	Tls. 50	Tls. 120.
Shanghai Land Investment Co., Limited	12,500	\$50	\$50	\$44, buyers
MIXING.	16,000	Frs. 250	all	\$625, buyers
Société Française des Charb'ges du Tonkin	200,000	\$1	\$1	873, sellers
Raub Australian Gold Mining Co., Ltd.				
Peak Tramways Co., Limited	25,000	\$10	\$10	135, sellers
Philippine Co., Limited	50,000	\$10	\$10	92, sellers
PHILIPPIES.	20,000	\$100	\$100	\$152, buyers
China Sugar Refining Co., Limited	7,000	\$100	\$100	221, buyers
London Sugar Refining Co., Limited	4,000	\$50	\$50	550, sellers
Robinson Piano Co., Limited				
STEAMSHIP COMPANIES.	30,000	\$25	\$25	\$8, sellers
China and Manch. Steamship Co., Ltd.	20,000	\$25	\$25	330, sellers
Douglas Steamship Co., Limited	80,000	\$15	\$15	300, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	60,000	ref. \$25	all	\$19, buyers
Indo-China Steam Navigation Co., Ltd.	2,000,000	\$1	\$1	67/6.
Shell Transport & Trading Co., Limited	10,000	\$10	\$10	26